

## TRI-VALLEY

The windy ridges of Altamont Pass form the eastern border of the Tri-Valley travel corridor. The corridor's transportation spine is Interstate 580, which connects the Central Valley to the Bay Area. It extends from the Alameda/San Joaquin County line in the east through the bustling Tri-Valley area (Dublin, Pleasanton, Livermore) to Interstate 238 in Hayward.

Other components of the transportation system include an extensive network of suburban arterials in the Tri-Valley area, local bus service provided by the Livermore/Amador Valley Transit Authority in the east and AC Transit in the west, and long-distance subscription bus service (Stockton/Tri-Valley/San Jose) operated by the San Joaquin Regional Transit District. The Dublin/Pleasanton BART station (pictured) is an active intermodal facility for express buses and commuters using BART to get to Tri-Valley jobs as well as for area residents using BART to get to jobs in the East Bay and San Francisco. The Altamont Commuter Express rail service offers long-distance commuters an alternative to driving between Stockton and San Jose.

The area has predominantly suburban-scale development with large office parks located in the central sections of the corridor. Areas of open space and agricultural land dominate the eastern portion of the corridor. Several local jurisdictions have adopted gateway policies designed to conserve capacity on I-580 and manage congestion without adversely affecting traffic leading into and out of the corridor.

I-580 has heavy commuter traffic during the week. On weekends it carries a large number of automobiles and recreational vehicles between the Bay Area and the Sierra Nevada. The corridor is a major truck route from distribution centers in the Central Valley to the Bay Area.

### Management Objectives

- Manage interchange spacing and capacity of new routes connecting to Interstate 580 to prevent traffic overload
- Improve arterials near I-580 to provide travel alternatives for short trips during commute period
- Use ramp metering for I-580 to balance access for through and local trips
- Manage freeway and local streets as one system to minimize overall system delays in peak period
- Maintain reliable freeway operation in off-peak hours for freight mobility
- Recognize the Altamont Pass as a gateway and develop strategies to manage commute, freight and recreational travel
- Maximize transit/carpool travel time savings in corridor
- Increase local bus feeder services to BART and improve intercounty rail express bus service
- Preserve railroad rights of way for future transportation uses
- Develop pedestrian and bicycle access to transit facilities, and connect transit to nearby mixed-use development

## Committed Funding

Not mapped:

- Widen Route 238 from 4 lanes to 6 lanes between I-580 and I-880; includes auxiliary lanes on I-880 south of Route 238
- Widen Isabel Avenue to four lanes (along future Route 84 alignment) from I-580 south to Vallecitos Road and improvements along Route 84 through Pigeon Pass
- Isabel Avenue/Route 84/I-580 interchange improvements: build second bridge to provide 6 lanes over I-580 (Phase 2)
- I-580 auxiliary lane between Santa Rita Road and Airway Boulevard
- Vasco Road/I-580 interchange improvements
- I-580 interchange improvements at Castro Valley Road, Redwood Road, and Center Street in Castro Valley
- Extend North Canyons Parkway westerly to Dublin Boulevard
- I-580/North Livermore Avenue interchange improvements
- Livermore Valley Center Parking Structure
- I-580/First Street interchange improvements
- I-580/Greenville Road interchange improvements
- I-580/San Ramon Road/Foothill Road interchange improvements
- I-580/Fallon Road/El Charro Road interchange improvements
- Extend Las Positas Road between First Street and Vasco Road
- Extend Scarlett Drive from Dublin Boulevard to Dougherty Road
- I-580/I-680 Transportation Operations System (TOS)
- Altamont Commuter Express rail service operating and station/track improvements (4 round trips daily)
- Rehabilitate and widen Route 84 from I-580 to Scott Street

## Track 1

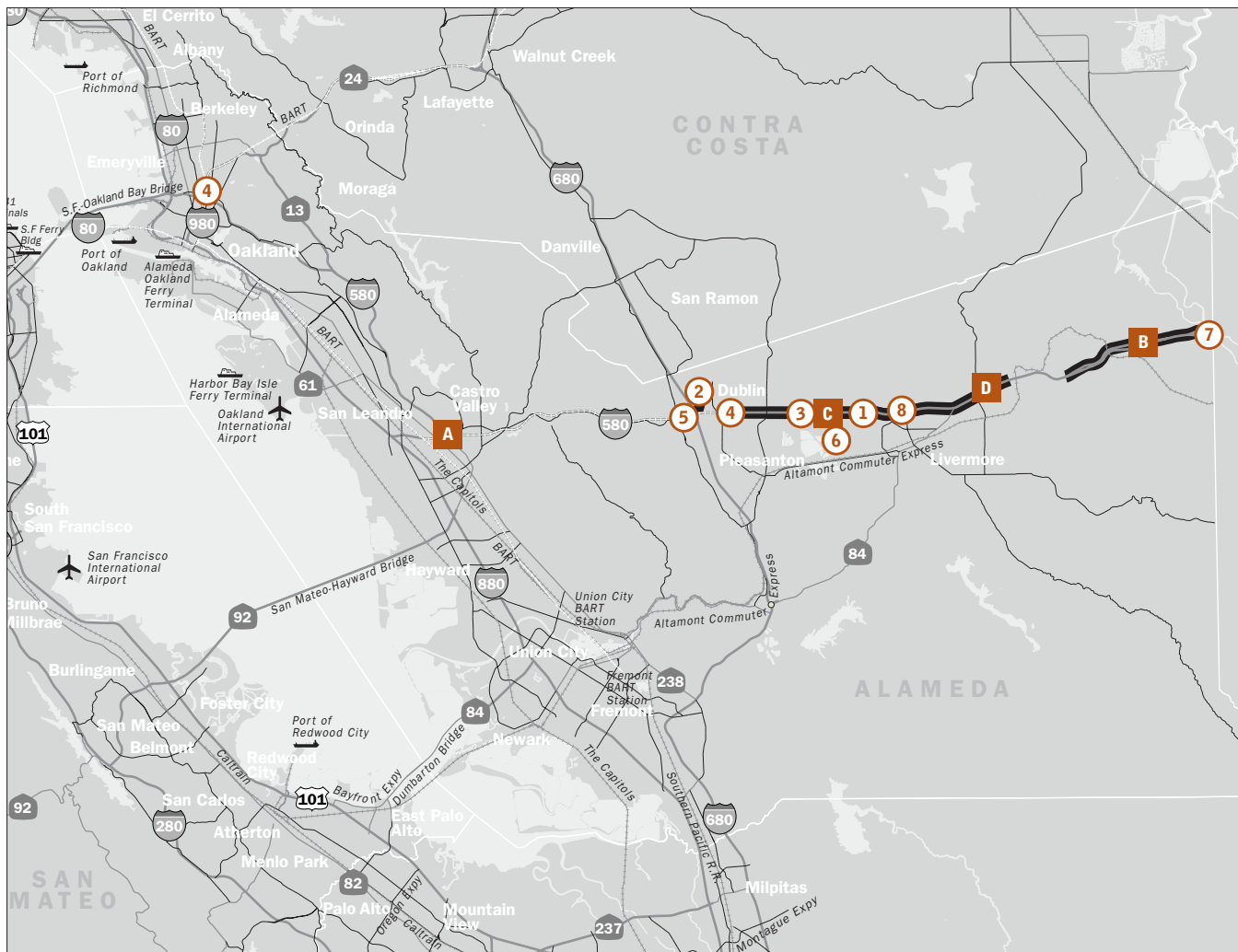
- 1 Isabel Avenue/Route 84/I-580 interchange improvements (Phase 1)
- 2 Widen Dublin Boulevard from 4 lanes to 6 lanes from Village Parkway to Sierra Court
- 3 Widen I-580 to add an HOV lane in each direction from west of Tassajara Road in Pleasanton to east of Vasco Road in Livermore (initial segment)
- 4 Dublin/Pleasanton BART station transit village; includes construction of parking structure
- 5 New West Dublin/Pleasanton BART station
- 6 LAVTA satellite maintenance/operations facility
- 7 Auto/truck separation lane at I-580/I-205 interchange
- 8 BART/Tri-Valley Rail Extension (for right-of-way acquisition)

## Blueprint

- A I-238/I-580 truck bypass lane
- B Westbound truck climbing lane over Altamont Pass
- C I-580 HOV lanes extended east beyond Vasco Road
- D BART to Livermore, tBART, express bus (mode subject to ongoing study)

Not mapped:

- Intra-Tri-Valley express bus services
- San Joaquin County to Tri-Valley and Dublin/Pleasanton BART express bus services



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